Initial Study/Negative Declaration for the A Plus Materials Recycling Transfer Processing Facility Port of Stockton, California

Prepared for:

California Integrated Waste Management Board
1001 I Street
Sacramento, CA 95812
Contact: Joy Luther
916/341-6772

Prepared by:

Jones & Stokes
2600 V Street
Sacramento, CA 95818-1914
Contact: Russell Grimes
916/737-3000

August 2007

Jones & Stokes. 2007. *Initial Study/Negative Declaration for the A Plus Materials Recycling Transfer Processing Facility, Port of Stockton, California.* August. Sacramento, CA. Prepared for California Integrated Waste Management Board, Sacramento, CA.

Contents

Tables and Figures

Acronyms and Abbreviations

ARB	California Air Resources Board
Cal/OSHA	California Occupational Safety and Health Administration
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CGS	California Geological Survey
City	City of Stockton
CIWMB	California Integrated Waste Management Board
CO	carbon monoxide
DFG	California Department of Fish and Game
DWSC	Deep Water Ship Channel
EPA	U.S. Environmental Protection Agency
Farmland	Farmland of Statewide Importance
General Industrial Permit	Industrial Storm Water General Permit Order 97-03-DWQ
IS/ND	initial study/negative declaration
MS4	Municipal Separate Storm Sewer System
MUD	Stockton Municipal Utilities Department
NAHC	Native American Heritage Commission
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
PM10	particulate matter 10 microns in diameter or less
PM2.5	particulate matter 2.5 microns in diameter or less
Port	Port of Stockton
ppm	parts per million
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SJMSCP	San Joaquin County Multi-Species Habitat Conservation and Open Space Plan
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO_2	sulfur dioxide
SWPPP	stormwater pollution prevention plan

Chapter 1
Introduction

Purpose of This Report

This initial study/negative declaration (IS/ND) has been prepared to assess the environmental impacts of A Plus Materials Recycling's proposed operation of a transfer processing facility at the Port of Stockton (Port) in Stockton, California. The proposed project requires changes to the existing permit. The proposed facility would handle a maximum of 500 tons per day of all materials. This documentation is required by the California Environmental Quality Act (CEQA) and will comply with the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 *et seq.*). It serves as an informational document to be used in the California Integrated Waste Management Board (CIWMB) decision-making process, and does not recommend approval or denial of the proposed project.

The CIWMB, the lead agency under CEQA, must consider the environmental impacts in deciding whether to approve the proposed project. The CIWMB is proposing to adopt an ND for the proposed project because there would be no significant and unavoidable impacts.

Scope of This Report

This IS/ND evaluates the proposed project's impacts on the following resource topics provided in the Environmental Checklist of the State CEQA Guidelines:

- aesthetics,
- agricultural resources,
- air quality,
- biological resources,
- cultural resources,
- geology and soils,
- hazards and hazardous materials,
- hydrology and water quality,

- land use and planning,
- mineral resources,
- noise,
- population and housing,
- public services,
- recreation,
- transportation/traffic,
- utilities and service systems, and
- mandatory findings of significance.

Impact Terminology

The following terminology is used to describe the levels of significance for impacts:

- An impact is considered *potentially significant* if the analysis concludes that the proposed project could have a substantial adverse effect on the environment.
- An impact is considered *less than significant with mitigation incorporated* if the analysis concludes that the proposed project would cause no substantial adverse change to the environment with the inclusion of mitigation.
- An impact is considered *less than significant* if the analysis concludes that the proposed project would cause no substantial adverse change to the environment and requires no mitigation.
- A finding of *no impact* is identified if the analysis concludes that the proposed project would not affect the environment in any way.

Organization of This Report

The content and format of this IS/ND are designed to meet the requirements of CEQA. The report contains the following sections:

- Chapter 1, "Introduction," identifies this document's purpose, scope, impact terminology, and organization.
- Chapter 2, "Project Description," describes in detail the project objectives, project location, existing conditions, surrounding land uses, project characteristics, and required approvals.
- Chapter 3, "Environmental Checklist," presents the checklist responses (i.e., impacts) for each resource topic described above and identifies measures to reduce the severity of impacts where necessary.

Chapter 2
Project Description

Introduction

A Plus Materials Recycling, a solid waste operation, proposes to operate a transfer processing facility at the Port of Stockton in Stockton, California. The proposed project would require changes to the operations at the existing solid waste facility at the Port. The proposed project would expand the activities at the facility to allow the acceptance and processing of mixed loads of materials for recycling, including dry solid waste. The types of materials accepted at the facility would be similar to the materials accepted under current operations, including organic materials, wood waste, concrete, asphalt, and inert materials. The proposed project would allow the facility to receive and sort mixed solid waste and would add paper, glass, aluminum, and plastic to the list of items processed at the facility. The proposed project would add an enclosed area for sorting the mixed waste. The new materials, such as glass, plastics, and aluminum, would be sorted into bins at the transfer processing facility. Other materials that are already handled at the facility, such as wood waste, concrete, and inert materials, would be sent to their existing storage areas on site.

Currently, each type of material handled at the facility must be segregated and accepted as a separate load. The proposed project would allow the facility to accept mixed loads and sort the materials at the facility. At present, mixed loads that arrive at the facility must be sent away to a landfill or another transfer processing facility.

Project Objectives

The project proponents' objective is to operate a transfer processing facility at the existing A Plus Materials Recycling facility at the Port. The proposed facility will accept a maximum total of 500 tons per day of all materials. The primary objective is to improve efficiency of operations and meet the demand for a wider range of recycling activities. The City of Stockton (City) and the San Joaquin Valley currently need additional recycling centers to meet the needs of their waste reduction programs. The proposed transfer processing facility would accommodate the needs of individual businesses and larger municipalities.

Project Location

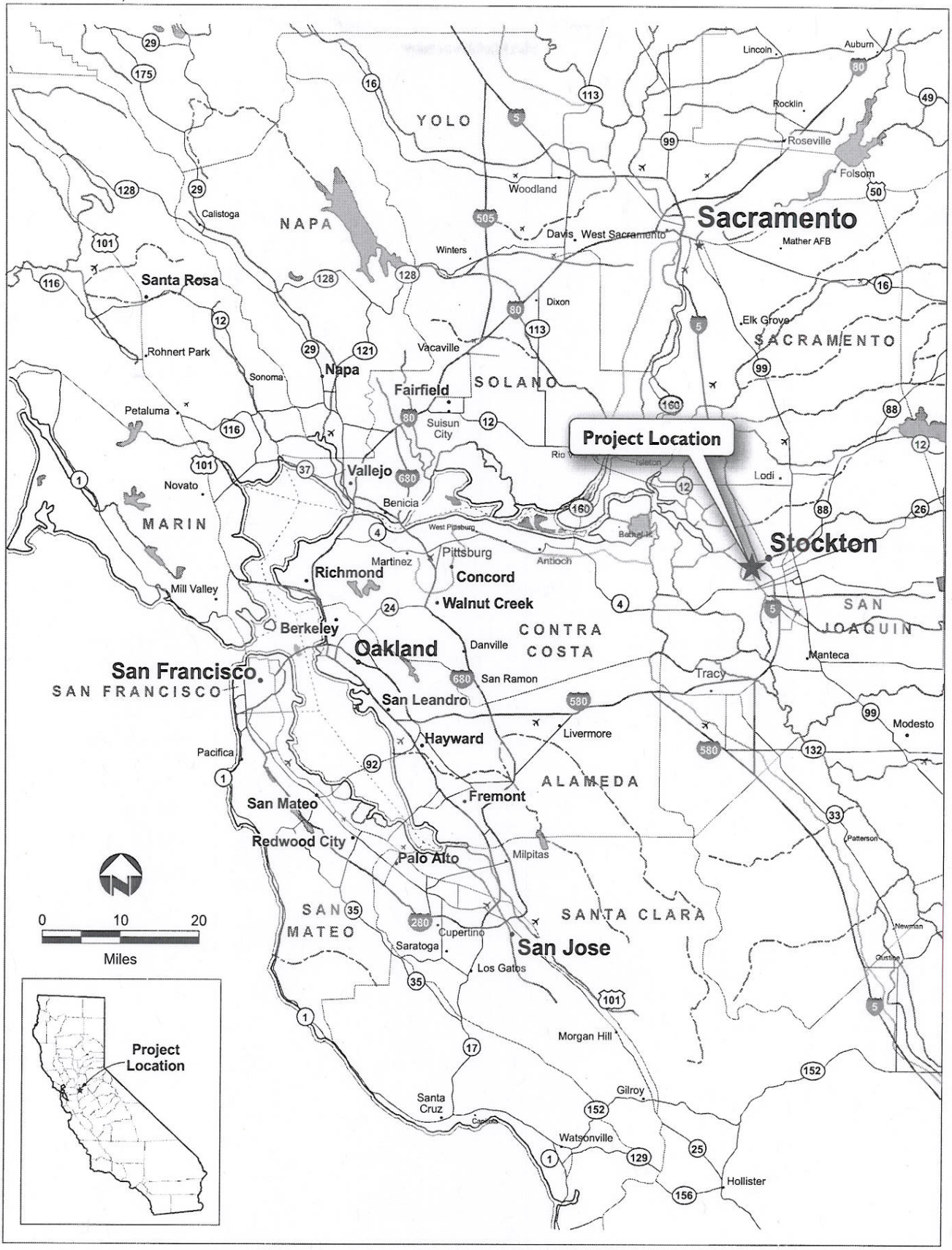
The project site is located at the Port of Stockton in Stockton, which is in central San Joaquin County, California (Figure 2-1). The Port is approximately 75 miles east of San Francisco and 40 miles southeast of Sacramento. It is bordered to the north by the Deep Water Ship Channel (DWSC) to the west by Rough & Ready Island, to the east by the Boggs Tract residential area, and to the south by West Washington Street.

The proposed project is located on a 14-acre parcel, the existing A Plus Materials Recycling facility at 250 Port Road (Figure 2-2). The transfer processing facility will be located in the southeast portion of the site. The facility will consist of a partial enclosure with 10-foot-high walls on two sides and a partial enclosure on the third side with access and egress routes. The facility will be covered with a screened enclosure. The sorting operation and storage bins will occupy the fourth side of the facility.

Existing Conditions and Surrounding Land Uses

A Plus Materials Recycling currently operates a solid waste facility at the proposed project site. Currently, the following materials are accepted in the operation: wood, yard trimmings, construction and demolition wood, and natural fiber products. Organic recycling currently occurs in the southwestern portion of the site. Concrete and asphalt recycling occurs in the northwest portion. Inert recycling (sand and dirt) occurs in the northeastern portion of the site and will be consolidated to the southeast and northeast portions to accommodate the batch plant.

Industrial land uses exist to the north, east, south, and west of the proposed project site. The project site is located within the Port Industrial Redevelopment Area. The site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance. No Williamson Act lands are located within the project site. There are no on-site water features. The DWSC is within 0.63 mile of the project site, and French Camp Slough is within 200 yards of the site. Stormwater from the site flows to the Port's retention basin. Discharge from the basin is pumped to the San Joaquin River after it is tested for compliance with water quality standards. The Port has its own Municipal Separate Storm Sewer System (MS4) and National Pollutant Discharge Elimination System (NPDES) permits and is not part of the City's stormwater program. Under a municipal permit from the Central Valley Regional Water Quality Control Board (RWQCB), the Port ensures compliance for all tenant activities, including industrial operations and construction. The Stockton Municipal Utilities Department (MUD) has no jurisdiction for stormwater review at the Port. The site is located within a 100-year flood zone. There is no known important on-site or adjacent vegetation or wildlife habitat. There are no special-status wildlife species known to inhabit the site. No



04169.04 (8/06)

Jones & Stokes

Figure 2-1
Project Vicinity Map


Sacramento
Stockton
Project Location
Oakland
San Francisco
San Jose

Jones & Stokes

Figure 2-2
Aerial Photo of Project Site

04169.04 (8/06)

significant cultural resources are known or believed to exist on the project site because it is a previously disturbed industrial site with prior construction.

Project Characteristics

Figure 2-3 is a site plan for the proposed project; Figures 2-4, 2-5, and 2-6 show traffic/parking and existing and proposed operations. Under the proposed transfer processing facility and sorting operation, the following additional materials will be accepted: construction and demolition debris and mixed solid waste.

All incoming materials will be visually inspected at the scalehouse and at the tipping area using approved load checking procedures, as outlined in Appendix A of the application. Every vehicle will be weighed and the transaction recorded electronically in a software database. Records will be stored on site and in the business office.

Employees are trained to recognize unacceptable materials. If unacceptable materials such as wet waste and putrescibles are received, best efforts are made to return these items to the customer. If the customer cannot be located, the items are stored according to chemical composition and managed in the appropriate time frame by licensed contractors. Customers are deterred from delivering such items through education (handouts, flyers, etc.) and signage.

Once a load has been accepted, it will be directed to the appropriate unloading area. Wood and greenwaste will be directed to the organics area, and mixed solid waste to the sorting area. Each area is separate and distinct. Spatial barriers exist in the form of paved roads, concrete barriers, signs, etc. Upon entering the designated area, load spotters/sorters will assist the customers and further inspect the load.

In the organics processing area, material will be received and stored in a safe manner so it does not create a operating hazard and in compliance with the storage requirements of 14 CCR 17383.3(b)(1)(2).

Material types will be sorted according to grade. For example, redwood will be sorted and staged away from brush, and dimensional lumber will be sorted and staged for possible resale or ground for distribution to cogeneration plants. Individual lanes or rows will be created for each material type, with adequate separation of sorting operations and access provided for fire-fighting equipment if necessary. Screening and grinding will occur frequently enough to minimize pile accumulation and to maintain a positive aesthetic environment.

Processing of organics will occur with equipment designed for this application. The existing equipment at the facility is capable of accommodating the new operations.

In the sorting area, material will be received and sorted in a safe manner so it does not create an operating hazard to site personnel or the public. Material

types will be sorted according to type, such as plastics, cardboard, paper, organics, inerts, metals, and nonrecyclable items. Sorting will occur on a paved surface with perimeter barriers to prevent wind dispersion of materials and to improve the aesthetic environment of the operation. A combination of hand and mechanical sorting will occur inside the sorting area. Nonrecyclable materials will be placed in containers; removal will occur within 48 hours in accordance with the state minimum standards to minimize pile accumulation and to maintain a positive aesthetic environment. The following materials will not be accepted under the proposed operation: liquid, medical, household, or hazardous waste. Despite facility policy, incidental amounts of wet wastes and putrescible material inadvertently may be mixed with the materials brought to the facility for recycling. These materials will be managed according to state minimum standards, and the materials will be removed from the loads, placed in containers, and disposed of at approved landfills within 48 hours.

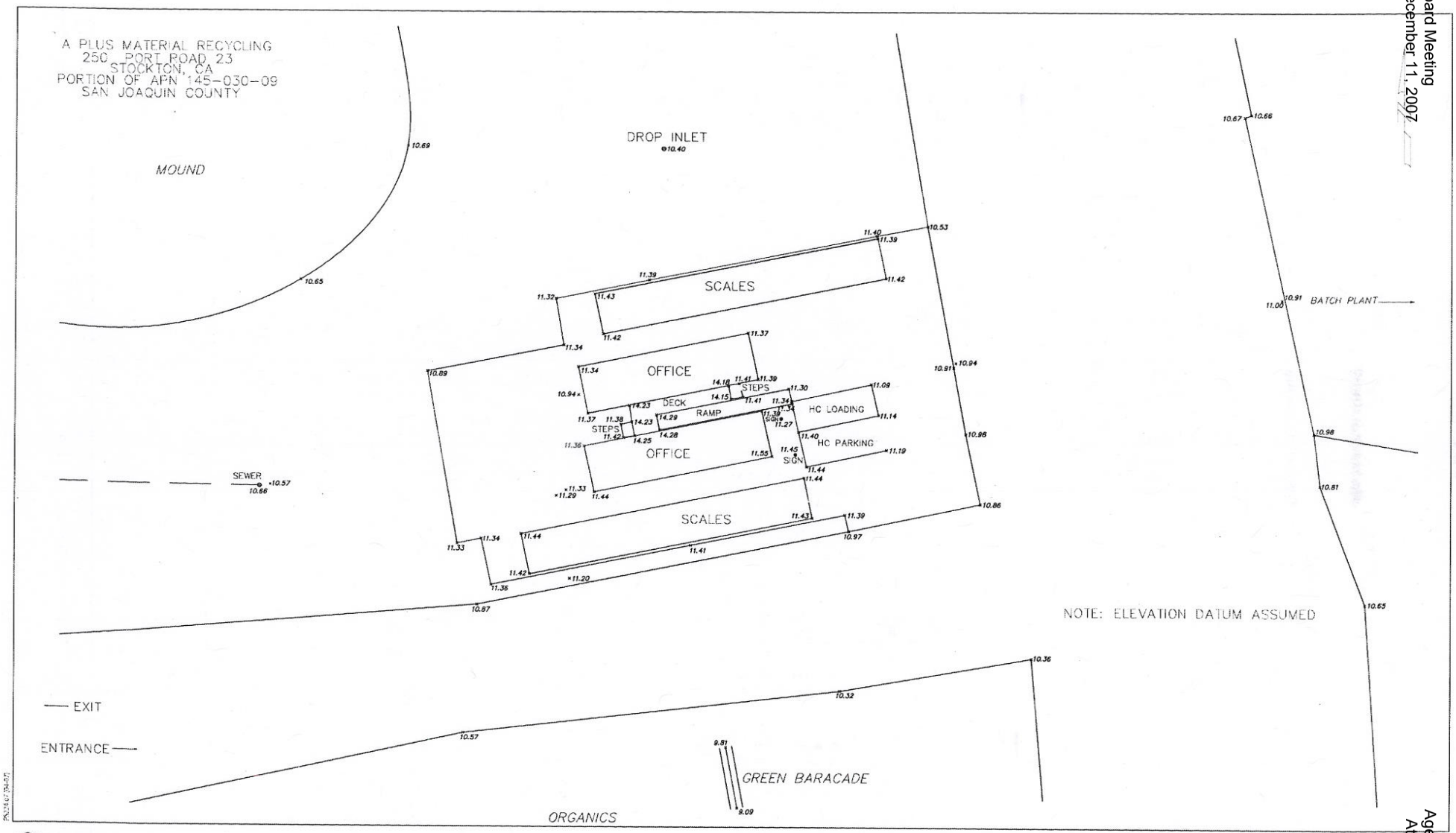
Sorting will occur with equipment designed for this application. The owner possesses processing equipment capable of accomplishing this task. The equipment used in the sorting area to process incoming material may include the following:

- rubber tired loader(s),
- track-mounted excavator,
- skid steer loader(s),
- vibrating grid screen,
- magnets,
- elevated sorting (picking) conveyor,
- stacking conveyors,
- air knife/blower, and
- debris boxes and trailers.

The site will operate from 6 a.m. to 6 p.m., Monday through Sunday, and would be closed for major holidays. Routine maintenance may occur outside the normal operating hours up to 24 hours per day. Maintenance activities will be conducted by A Plus Materials Recycling staff. The entire site occupies 14 acres. Current activities each occupy approximately 7 acres. The sorting operation will encompass 2.5 acres of the existing 14 acres. The sorting area will be paved with a perimeter push wall and fencing. Portions of the existing operations will allocate acreage to create the sorting area.

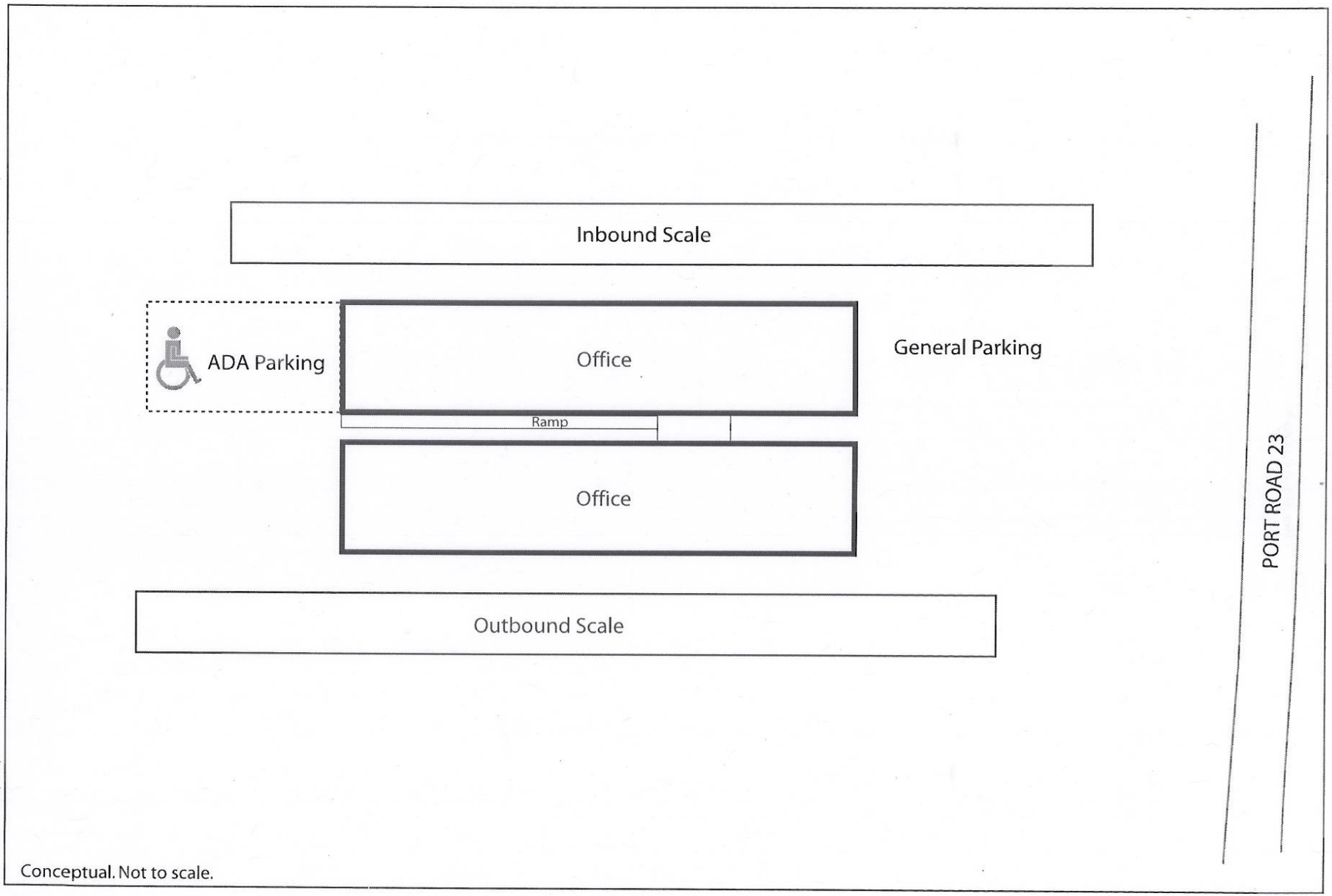
A portion of the site is paved. However, because of the nature of the equipment (tracked equipment) used on site, paving the entire work surface is unreasonable. Based on the owners' experience with existing operations, it has been determined that 14 acres is suitable for carrying out the proposed operations.

The level of facility activity would vary depending on the time of year and demand for recycling activities. Round-trip truck trips are estimated to increase



Jones & Stokes

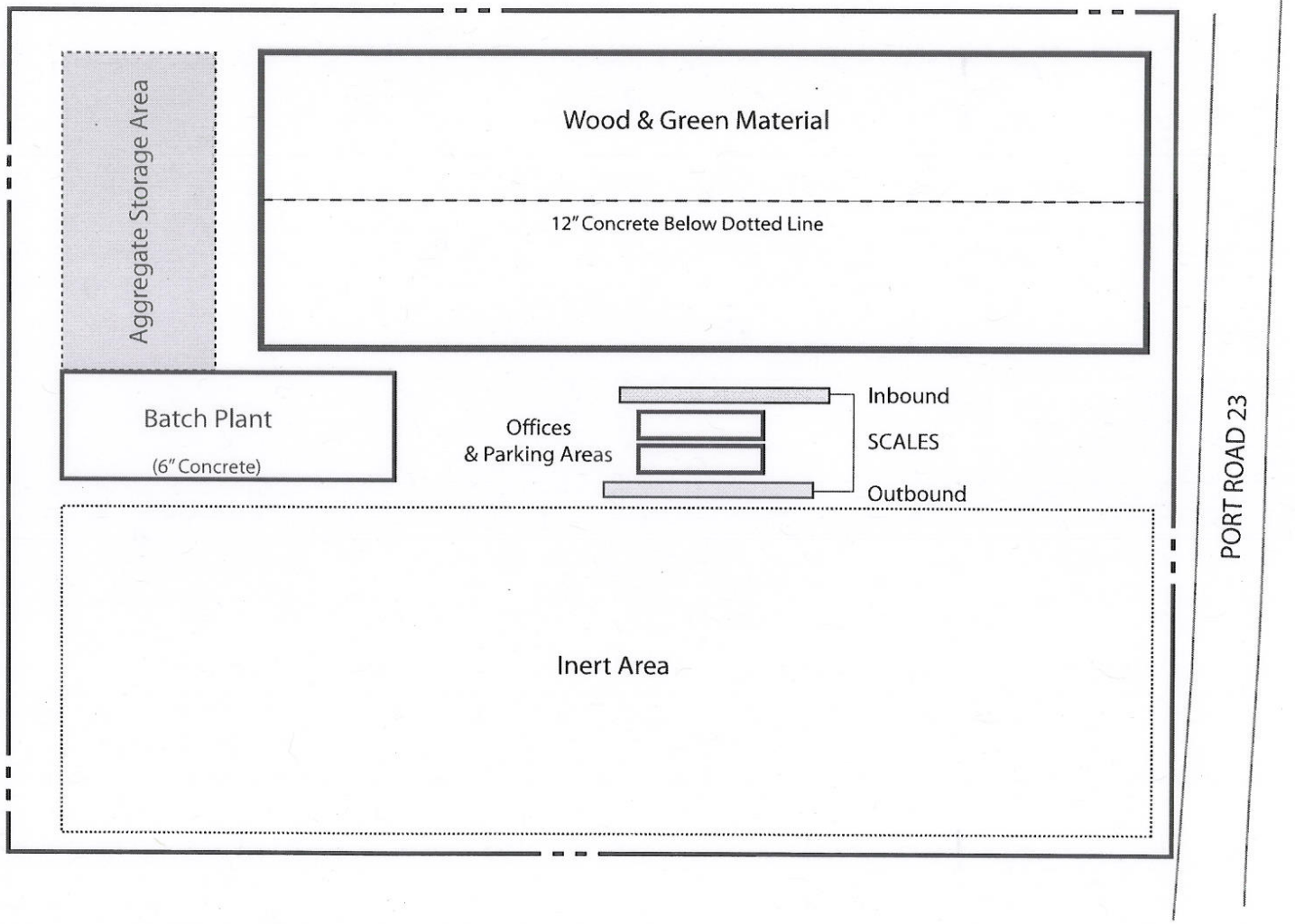
Figure 3
Site Plan



00365.07 001 IS MND (07-07)

Jones & Stokes

Figure 2-4
Traffic and Parking

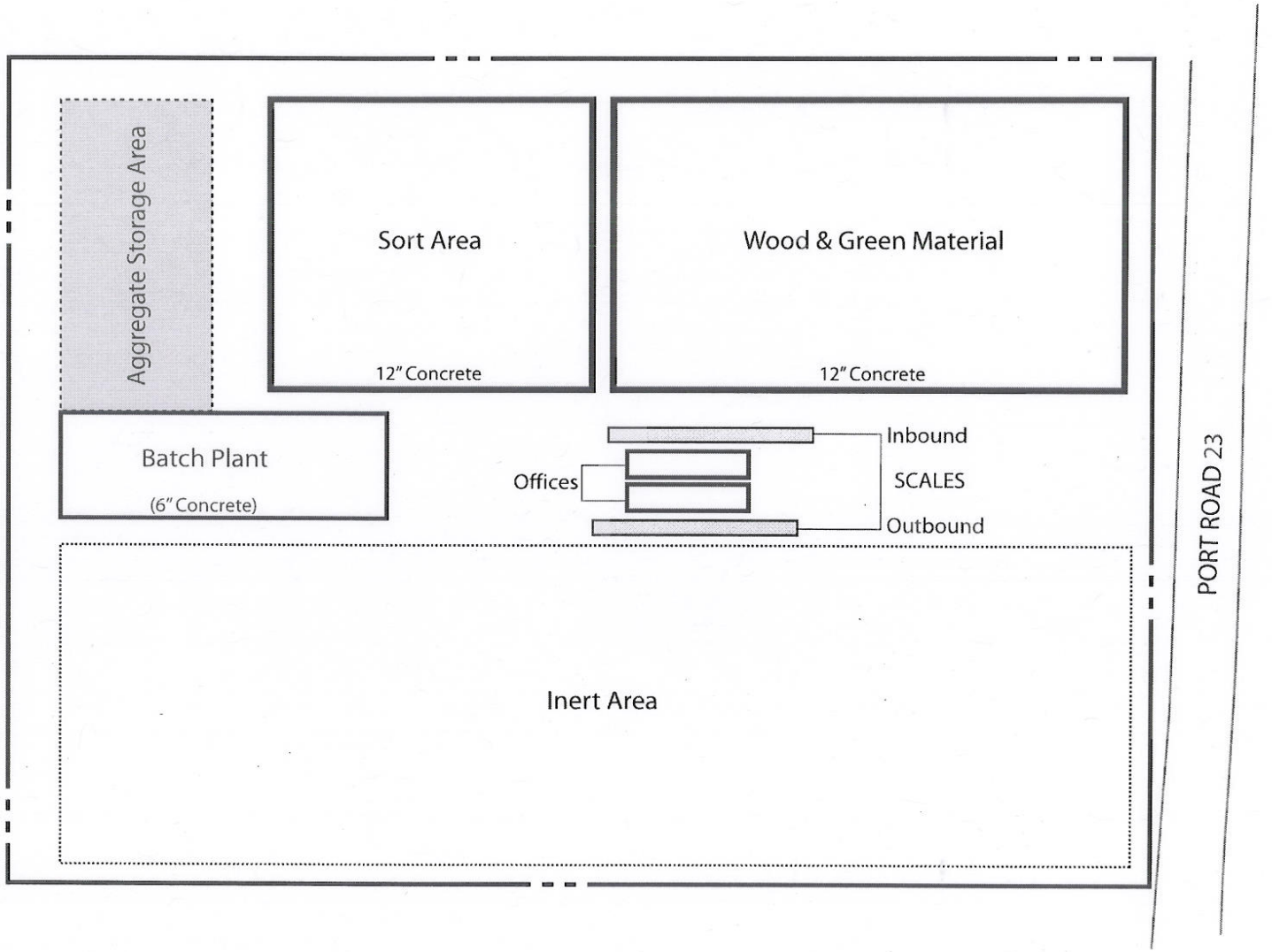


Conceptual. Not to scale.

00365.07 001 IS MND (07-07)

Jones & Stokes

Figure 2-5
Existing Facility Operations



Conceptual. Not to scale.

00365.07 001 15 MND (07-07)

Jones & Stokes

Figure 2-6
Proposed Facility Operations

by up to 20 trips per day. These trips typically would be off-peak trips and would be expected to come from within a 10-mile radius of the facility.

No new facility lighting is proposed at the site. Three full-time employees will be added to the facility staff to accommodate the transfer and processing facility activities.

Required Approvals

The existing facility is permitted by the City and San Joaquin Valley Air Pollution Control District (SJVAPCD), and it has a lease with the Port. The existing permits from these agencies cover the proposed activity at the transfer processing facility. The CIWMB will need to issue a permit for the transfer processing facility. The Port and the City are responsible commenting agencies for the project.

The proposed project would not involve any construction within the DWSC; therefore, A Plus Materials Recycling would not need to obtain authorization from the California Department of Fish and Game (DFG) before initiating construction activities. In addition, A Plus Materials Recycling would not engage in any activities that involve discharge into adjacent water bodies; therefore, it would not need to obtain certification from the RWQCB. A Plus Materials Recycling will need to update the facility's stormwater pollution prevention plan (SWPPP) to include the new operations and facility changes in the coverage under the Industrial Storm Water General Permit Order 97-03-DWQ (General Industrial Permit) from the State Water Resources Control Board.

Chapter 3
Environmental Checklist

1. **Project Title:** A Plus Materials Recycling Transfer Processing Facility

2. **Lead Agency Name and Address:** California Integrated Waste Management Board

3. **Contact Person and Phone Number:** Joy Luther (916/341-6772)

4. **Project Location:** Port of Stockton, Stockton, California

5. **Project Sponsor's Name and Address:** A Plus Materials Recycling

6. **General Plan Designation:** Industrial

7. **Zoning:** M-2 Industrial/Port

8. **Description of Project:** A Plus Materials Recycling proposes to operate a transfer processing facility at the Port of Stockton in Stockton, California. The proposed project requires changes to the permit. The proposed project would expand the activities at the existing solid waste facility to allow the acceptance and processing of mixed loads of materials for recycling, including dry solid waste. The facility would accept a maximum total of 500 tons per day. The types of materials accepted at the facility would be similar to the materials accepted under current operations, including organic materials, wood waste, concrete, asphalt, and inert materials. The proposed project would allow the facility to receive and sort mixed solid waste and would add paper, glass, aluminum, and plastic to the list of items processed at the facility. The proposed project would add an enclosed area for sorting the mixed waste. The new materials, such as glass, plastics, and aluminum, would be sorted into bins at the transfer processing facility.

9. **Surrounding Land Uses and Setting:** Industrial land uses exist to the north, east, south, and west of the proposed project site. The project site is located within the Port Industrial Redevelopment Area. The site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance. No Williamson Act lands are located within the project site. There are no on-site water features. The DWSC is within 0.63 mile of the project site. Stormwater from the site flows to the Port's retention basin. Discharge from the basin is pumped to the San Joaquin River after it is tested for compliance with water quality standards. The Port has its own

MS4 and NPDES permits and is not part of the City's stormwater program. Under a municipal permit from the Central Valley RWQCB, the Port ensures compliance for all tenant activities, including industrial operations and construction. The Stockton MUD has no jurisdiction for stormwater review at the Port. The site is located within a 100-year flood zone. There is no known important on-site or adjacent vegetation or wildlife habitat. There are no special-status wildlife species known to inhabit the site. No significant cultural resources are known or believed to exist on the project site because it is a previously disturbed industrial site with prior construction.

Environmental Factors Potentially Affected:

The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a "Potentially Significant Impact"), as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards and Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	

Determination: (to be completed by the lead agency)

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Signature _____ Date _____

Printed Name _____ For California Integrated Waste Management Board

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
I.	**AESTHETICS.** Would the project:				
a.	Have a substantial adverse effect on a scenic vista?	❑	❑	❑	X
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	❑	❑	❑	X
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	❑	❑	X	❑
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	❑	❑	❑	X

Discussion

The project site is bounded on the all sides by other industrial uses. There are no designated scenic vistas in the project vicinity. Most of the remaining surrounding area supports industrial, commercial, and public uses. As such, the proposed project is expected to be visually appropriate to the existing character of the area and would not significantly affect the region's overall visual quality. Specific potential impacts are discussed below.

a, b. Although the proposed project would change the visual appearance of the project site, these changes are consistent with other facilities at the Port and with Port development in general. Neither San Joaquin County nor the City has designated any route or vista in the project vicinity as having scenic quality. As such, no scenic vistas would be affected by the proposed project. There are no scenic resources in the project area or nearby surrounding areas. There would be no impact. No mitigation is required.

c. The project site is a previously developed industrial area consisting mainly of other industrial uses. Because the proposed industrial use would be consistent with the visual character of the project vicinity, the visual quality of the area overall would remain relatively unchanged. Project operations have the potential to generate dust and debris that may become airborne and adversely affect the aesthetic character of surrounding areas by creating dust, litter, and nuisance.

Portions of the site are paved and others are unpaved—because of the nature of equipment used throughout the operation. A Plus maintains two water trucks to suppress dust from on-site roadways. Stockpiles of unprocessed materials are periodically watered to prevent wind dispersion of materials. During periods of excessive wind, activities are minimized or halted in order to prevent wind dispersion of processed or unprocessed material.

On-site hydrants and pressurized water from California Water Service supply sufficient water. In addition, dust suppressants, such as lignin sulfate or magnesium chloride, are used as needed.

Litter control is accomplished several different ways, including but not limited to the methods described below.

- All incoming loads are charged extra if not covered.
- Loads subject to wind dispersion are offloaded on the sorting pad, which is enclosed on all sides.
- Routine cleaning and litter-picking of site roads, facility perimeter, and travel ways is performed to collect dispersed material.

The lease agreement with the Port has housekeeping and environmental compliance requirements that require the facility to maintain a clean environment that is free of debris. In addition, the applicant has included sorting and operating procedures to reduce dust and debris. The Port's environmental department staff routinely conducts inspections to ensure compliance with lease provisions and applicable regulations. This impact is considered less than significant.

d. The project would not create a new source of light. Existing lighting would be used. The project is located in an industrial location and is consistent with other land uses in the area. The proposed project would not cause any additional daytime or nighttime glare. There would be no impact. No mitigation is required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
II.	**AGRICULTURAL RESOURCES.** In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	❑	❑	❑	X
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	❑	❑	❑	X
c.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	❑	❑	❑	X

Discussion

a. The project site is currently used and zoned for industrial activity, and there are no agricultural uses. There would be no impact. No mitigation is required.

b. The land is not covered by a Williamson Act contract. There would be no impact. No mitigation is required.

c. The nearest agricultural uses are several miles from the site. The proposed project would not affect the agricultural use of adjacent lands. There would be no impact. No mitigation is required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
III.	**AIR QUALITY.** When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?	❑	❑	X	❑
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❑	❑	X	❑
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	❑	❑	X	❑
d.	Expose sensitive receptors to substantial pollutant concentrations?	❑	❑	X	❑
e.	Create objectionable odors affecting a substantial number of people?	❑	❑	X	❑

Setting

The project site is located in the San Joaquin Valley Air Basin (SJVAB). The SJVAPCD is responsible for air quality within the SJVAB.

The area's climate is characterized by warm, dry summers and cool winters. Wind speed and direction data indicate that summer winds usually originate at the north end of the SJVAB and flow in a south-southeasterly direction through the SJVAB and Tehachapi Pass into the Southeast Desert Air Basin. During winter, winds occasionally originate at the south end of the SJVAB and flow in a north-northwesterly direction. The predominant winds at the Port blow from the northwest. The SJVAB has light, variable winds (less than 10 miles per hour) during winter. These low wind speeds, combined with low inversion layers in winter, create a climate conducive to high concentrations of carbon monoxide (CO) and particulate matter 10 microns in diameter or less (PM10). The SJVAB's warm summers contribute to high concentrations of ozone.

State and federal criteria pollutant emission standards have been established for six pollutants: CO, ozone, PM10, oxides of nitrogen (NO_X), sulfur dioxide

(SO_2), and lead. These standards are presented in Table 3-1. Within the SJVAB, the SJVAPCD develops and enforces air quality regulations for nonvehicular sources, issues permits, participates in air quality planning, and operates a regional air quality monitoring network to ensure that these emission standards are not violated.

For the federal standards, the U.S. Environmental Protection Agency (EPA) has classified San Joaquin County as being an extreme nonattainment area for the 1-hour ozone standard and a serious nonattainment area for the 8-hour ozone standard. For the CO standard, the EPA has classified the Stockton Urbanized Area as a moderate (≤12.7 parts per million [ppm]) maintenance area (49 Federal Register 20651, May 16, 1984), while the rest of the county is classified as an attainment area. The EPA has classified the San Joaquin Valley Planning Area as a serious nonattainment area for PM10, while the county is classified as a nonattainment area for the PM2.5 standards.

For the state standards, the California Air Resources Board (ARB) has classified San Joaquin County as a severe nonattainment area for ozone. For the CO standard, the ARB has classified the county as an attainment area. The ARB has classified the county as a nonattainment area for the PM10 standard, while the county is classified as a nonattainment area for the particulate matter 2.5 microns in diameter or less (PM2.5) standard.

The SJVAB was recently reclassified by the EPA from a "severe" to an "extreme" ozone nonattainment area because it did not attain the federal 1-hour ozone standard by November 1999. This change in status allows the SJVAPCD more time (until November 15, 2010) to conform to the health-based standards, but it also requires that more stringent and expensive control measures be imposed on industry and will bring thousands of businesses under EPA Title I requirements. If the SJVAPCD fails to attain the standards by 2010, sanctions and a *de facto* growth moratorium could be imposed within the SJVAB.

The Hazelton monitoring station, located approximately 3 miles from the Port, is the closest station to the project site for monitoring ozone, CO, and PM10. Table 3-2 summarizes the number of days that state and federal standards for these pollutants were exceeded at this station between 2003 and 2005. The monitoring data indicate that ozone and PM10 concentrations periodically exceeded state standards during this period. The data also indicate that CO concentrations did not approach state or federal standards. Concentrations of CO have declined in the SJVAB over the past 5 years because of existing regulations that require the use of oxygenated gasoline and because of the continued replacement of older vehicles with newer ones that emit less CO.

PM10, which consists of particles that can be inhaled deeply into the lungs, results from many kinds of dust- and fume-producing activities, such as demolition, construction, and vehicular traffic. Extended exposure to PM10 can increase the risk of chronic respiratory disease. As shown in Table 3-2, violations of the state PM10 standard in San Joaquin County were relatively constant from 2003 to 2005. Entrained road dust from motor vehicles accounts for approximately 60% of the regional inventory of PM10. Because of the

Table 3-1. Ambient Air Quality Standards Applicable in California

Pollutant	Symbol	Average Time	Standard (ppm)		Standard ($\mu g/m^3$)		Violation Criteria	
			California	National	California	National	California	National
Ozone*	O_3	1 hour	0.09	–	180	–	If exceeded	–
		8 hours	0.070	0.08	137	157	If exceeded	If fourth-highest 8-hour concentration in a year, averaged over 3 years, is exceeded at each monitor within an area
Carbon monoxide	CO	8 hours	9.0	9	10,000	10,000	If exceeded	If exceeded on more than 1 day per year
		1 hour	20.0	35	23,000	40,000	If exceeded	If exceeded on more than 1 day per year
(Lake Tahoe only)		8 hours	6	–	7,000	–	If equaled or exceeded	–
Nitrogen dioxide	NO_2	Annual average	–	0.053	–	100	–	If exceeded on more than 1 day per year
		1 hour	0.25	–	470	–	If exceeded	–
Sulfur dioxide	SO_2	Annual average	–	0.03	–	80	–	If exceeded
		24 hours	0.04	0.14	105	365	If exceeded	If exceeded on more than 1 day per year
		1 hour	0.25	–	655	–	If exceeded	–
Hydrogen sulfide	H_2S	1 hour	0.03	–	42	–	If equaled or exceeded	–
Vinyl chloride	C_2H_3Cl	24 hours	0.01	–	26	–	If equaled or exceeded	–
Inhalable particulate matter	PM10	Annual geometric mean	–	–	20	–	If exceeded	–
		Annual arithmetic mean	–	–	–	50	–	If exceeded at each monitor within area
		24 hours	–	–	50	150	If exceeded	If exceeded on more than 1 day per year
	PM2.5	Annual geometric mean	–	–	–	–	If exceeded	–
		Annual arithmetic mean	–	–	12	15	–	If 3-year average from single or multiple community-oriented monitors is exceeded
		24 hours	–	–	–	65	–	If 3-year average of 98th percentile at each population-oriented monitor within an area is exceeded
Sulfate particles	SO_4	24 hours	–	–	25	–	If equaled or exceeded	–
Lead particles	Pb	Calendar quarter	–	–	–	1.5	–	If exceeded no more than 1 day per year
		30-day average	–	–	1.5	–	If equaled or exceeded	–

Notes: All standards are based on measurements at 25°C and 1 atmosphere pressure. National standards shown are the primary (health effects) standards.
– = not applicable. Source: California Air Resources Board 2005.

* The U.S. Environmental Protection Agency recently replaced the 1-hour ozone standard with an 8-hour standard of 0.08 part per million. The EPA issued a final rule that revoked the 1-hour standard on June 15, 2005. However, the California 1-hour ozone standard will remain in effect.

Table 3.2-2. Ambient Air Quality Monitoring Data Measured at the Stockton Hazelton Monitoring Station

Pollutant Standards	2003	2004	2005
Ozone			
Maximum 1-hour concentration (ppm)	0.104	0.096	0.099
Maximum 8-hour concentration (ppm)	0.088	0.080	0.086
Number of days standard exceeded[a]			
NAAQS 1-hour (>0.12 ppm)	0	0	0
CAAQS 1-hour (>0.09 ppm)	3	1	3
NAAQS 8-hour (>0.08 ppm)	1	0	1
Carbon Monoxide (CO)			
Maximum 8-hour concentration (ppm)	3.14	2.51	2.86
Maximum 1-hour concentration (ppm)	5.8	3.7	4.3
Number of days standard exceeded[a]			
NAAQS 8-hour (≥9.0 ppm)	0	0	0
CAAQS 8-hour (≥9.0 ppm)	0	0	0
NAAQS 1-hour (≥35 ppm)	0	0	0
CAAQS 1-hour (≥20 ppm)	0	0	0
Particulate Matter (PM10)[b]			
National[c] maximum 24-hour concentration ($\mu g/m^3$)	116.4	176.1	79.0
National[c] second-highest 24-hour concentration ($\mu g/m^3$)	112.8	108.8	76.0
State[d] maximum 24-hour concentration ($\mu g/m^3$)	90.0	61.0	84.0
State[d] second-highest 24-hour concentration ($\mu g/m^3$)	64.0	57.0	79.0
National annual average concentration ($\mu g/m^3$)	13.2	12.7	19.3
State annual average concentration ($\mu g/m^3$)[e]	28.4	29.4	29.8
Number of days standard exceeded[a]			
NAAQS 24-hour (>150 $\mu g/m^3$)[f]	0	0	0
CAAQS 24-hour (>50 $\mu g/m^3$)[f]	17.3	18.0	46.5
Particulate Matter (PM2.5)			
National[c] maximum 24-hour concentration ($\mu g/m^3$)	45.0	41.0	63.0
National[c] second-highest 24-hour concentration ($\mu g/m^3$)	44.0	39.0	46.0
State[d] maximum 24-hour concentration ($\mu g/m^3$)	45.0	41.0	70.0
State[d] second-highest 24-hour concentration ($\mu g/m^3$)	44.0	39.0	68.0
National annual average concentration ($\mu g/m^3$)	13.6	13.2	12.5
State annual average concentration ($\mu g/m^3$)[e]	13.6	13.2	12.5
Number of days standard exceeded[a]			
NAAQS 24-hour (>65 $\mu g/m^3$)	0	0	0

Notes: CAAQS = California ambient air quality standards.
NAAQS = national ambient air quality standards.
– = insufficient data available to determine the value.

[a] An exceedance is not necessarily a violation.

[b] Measurements usually are collected every 6 days.

[c] National statistics are based on standard conditions data. In addition, national statistics are based on samplers using federal reference or equivalent methods.

[d] State statistics are based on local conditions data, except in the South Coast Air Basin, for which statistics are based on standard conditions data. In addition, State statistics are based on California approved samplers.

[e] State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.

[f] Mathematical estimate of how many days concentrations would have been measured as higher than the level of the standard had each day been monitored.

Sources: California Air Resources Board 2006; U.S. Environmental Protection Agency 2006.

predicted increase in the number of vehicle miles traveled and the associated increase in entrained road dust in the future, emissions of PM10 in San Joaquin County are expected to increase in the future.

The proposed project is located in a federal nonattainment area for ozone and PM10. The SJVAPCD has adopted a state implementation plan that addresses PM10, ozone, including ozone precursors (NO_X and reactive organic gases [ROG]), which react with sunlight and heat to create ozone in the atmosphere. The plan specifies that regional air quality standards for ozone and PM10 concentrations can be met through the use of additional source controls and trip-reduction strategies. It also establishes emissions budgets for transportation and stationary sources. These budgets, developed through air quality modeling, reveal how much air pollution can occur in an area before the national ambient air quality standards are violated.

Sensitive Receptors

Sensitive receptors include land uses such as residences, schools, and hospitals where building occupants are considered to be sensitive to air pollution. There are no sensitive receptors at the Port. The nearest sensitive receptors are residents of the Boggs Tract housing development located east of the Port, more than 0.5 mile from the project site.

Discussion of Impacts

The following discussion of air quality impacts addresses construction and operation separately as needed because the project's air pollutant emissions would differ under each phase.

a. No aspect of the project would conflict with or obstruct implementation of applicable air quality plans. Emissions associated with the proposed project would be subject to existing SJVAPCD rules and regulations. Consequently, the project would not conflict with, obstruct, or have any impact on implementation of existing or proposed SJVAPCD air quality plans as the emissions are below the thresholds for these plans. The impact is less than significant.

b, c, d. **Construction Impacts:** Construction emission estimates have not been included in this report because only minor site modifications are proposed and the SJVAPCD recommends implementation of effective and comprehensive control measures, rather than detailed quantification of emissions for construction-related impacts (San Joaquin Valley Air Pollution Control District 2002). The SJVAPCD considers PM10 emissions the greatest pollutant of concern when assessing construction-related air quality impacts. The SJVAPCD has determined that compliance with its Regulation VIII, including implementation of all feasible control measures specified in its *Guide for Assessing and Mitigating Air Quality Impacts* (San Joaquin Valley Unified Air Pollution Control District 2002), constitutes sufficient mitigation to reduce construction-

related PM10 emissions to less-than-significant levels and to minimize adverse air quality effects. All construction projects must abide by Regulation VIII.

Since publication of the *Guide for Assessing and Mitigating Air Quality Impacts*, the SJVAPCD has revised some of the rules that make up Regulation VIII. Guidance from SJVPACD staff indicates that implementation of a dust control plan would satisfy all of the requirements of Regulation VIII (Cadrett pers. comm.). This analysis assumes that the project applicant would comply with Regulation VIII through implementation of a dust control plan, which would be sufficient to eliminate any potentially substantial adverse air quality effects generated by construction activities.

To reduce the generation of construction-related PM10 emissions to less-than-significant levels, the project applicant will require construction contractors to prepare and submit a dust control plan to the SJVAPCD at least 48 hours before any earthmoving or construction activities.

Operational Impacts: Regional long-term impacts on air quality would result from increased truck traffic to and from the facility at the Port. On average, 20 truck trips per day will occur to transport materials to and from the facility for recycling. ROG and NO_x emissions were estimated using the California EMFAC model. The results are included in Table 3-3. (See Appendix A, "Output Files for the URBEMIS 2002 Model," for details of 2002 modeling)

Table 3-3. Operational Emissions

Pollutants	Truck Emissions (tons per year)	Threshold (tons per year)
ROG	0.04	10
NO_X	1.30	10

Except for vehicle emissions described above, fugitive dust is the primary air pollutant from the proposed operations. Requirements of the ARB pertaining to facility are regulated by the SJVAPCD through its authority to construct and permit to operate permitting system. Control measures required under these permits will reduce air quality impacts to a less-than-significant level.

e. The proposed project is unlikely to result in the generation of any objectionable odors. An odor minimization plan has been prepared and submitted with the application and demonstrates how the facility will manage activities to reduce odors. The new sorting activities, which handle dry solid waste, would be less likely to generate odors than existing operations, which handle organic materials. Any odor impacts would be less than significant because odor impacts would be minimal with the implementation of the proposed odor minimization plan and because there are no sensitive receptors in the project area—the closest receptors will be on-site personnel managing the stockpile and those employees responsible for monitoring the status of the operation/facility on a daily basis.

Each day the operator will evaluate on-site odors and evaluate operations for potential release of objectionable odors. Best management practices and good housekeeping measures will be implemented to minimize the release of objectionable odors (e.g., clearing spilled materials between piles, eliminating areas where ponded water may occur, load checking, maintaining reasonably sized stockpiles of feedstock and processed materials).

References

Cadrett, John. CEQA Coordinator, San Joaquin Valley Air Pollution Control District, Modesto, CA. June 15, 2005—telephone conversation with Shannon Hatcher, Jones & Stokes, regarding compliance with revised SJVAPCD Regulation VIII.

California Air Resources Board. 2003. *Proposed Amendments to the Area Designation Criteria and Area Designations for State Ambient Air Quality Standards and Maps of Area Designations for State and National Ambient Air Quality Standards*. December 5. Sacramento, CA.

———. 2006. *ARB Databases: Aerometric Data Analysis and Management System (ADAM)*. Last Revised: March 24, 2006. Available: <http://www.arb.ca.gov/html/databases.htm>. Accessed: October 2, 2006.

San Joaquin Valley Air Pollution Control District. 2002. *Guide for Assessing and Mitigating Air Quality Impacts*. January. Fresno, CA: Mobile Source/CEQA Section, Planning Division.

U.S. Environmental Protection Agency. 2006. *AirData*. Last Revised: September 5, 2006. Available: <http://www.epa.gov/air/data/reports.html>. Accessed: October 2, 2006.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
IV.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❑	❑	❑	X
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❑	❑	❑	X
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	❑	❑	❑	X
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	❑	❑	❑	X
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❑	❑	❑	X
f.	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	❑	❑	❑	X

Discussion

a. Previous biological evaluations and site visits support that there are no species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the DFG or U.S. Fish and Wildlife Service, within the project area. Further, no suitable habitat is present within the project area. There would be no impact. No mitigation is required.

b. There is no riparian habitat or other sensitive natural community in or adjacent to the project area. No impact will occur as a result of the proposed project. No mitigation is required.

c. The proposed project would have no effect on federally protected wetlands or waters of the United States (as defined by Clean Water Act Section 404) because the project would be constructed and operated in an area that does not support these waters. Therefore, there would be no impact. No mitigation is required.

d, e, f. The proposed project would not interfere with the movement of any fish or wildlife species. The project is covered by the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) (adopted November 2000) and is consistent with the plan. There would be no impact. No mitigation is required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
V.	**CULTURAL RESOURCES.** Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	❑	❑	❑	X
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	❑	❑	X	❑
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❑	❑	X	❑
d.	Disturb any human remains, including those interred outside of formal cemeteries?	❑	❑	X	❑

Discussion

a. There are no historic resources on the project site that could be affected by the proposed project. There would be no impact. No mitigation is required.

b. Previously unknown buried cultural resources could be inadvertently unearthed during ground-disturbing activities, which could result in demolition of or substantial damage to significant cultural resources. Implementing the following procedure during all ground-disturbing activities will reduce this impact to a less-than-significant level.

If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, or bone, are discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures.

The construction contractor and lead contractor compliance inspector will verify that work is halted until appropriate treatment measures are implemented if cultural resources are discovered during construction activities. Concurrence on measures to be implemented must be obtained from the appropriate agency before construction activities can resume in the area of the find. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.

c. The site is flat and contains no unique geologic features. The project site consists of alluvial deposits and is unlikely to contain paleontological resources. Ground-

disturbing activities, such as grading, will be necessary for construction of the proposed facilities. No new disturbance of fossiliferous formations located within the project area is expected to occur, but unknown fossil remains could inadvertently be disturbed in previously disturbed material or during inadvertent excavations into intact geologic formations. Following the procedures discussed below would reduce this impact to a less-than-significant level.

If paleontological resources are discovered during ground-disturbing activities, work will immediately stop in that area until an authorized officer of the agency with jurisdiction over the land has inspected the site and authorized work to proceed. If necessary, a qualified paleontologist will assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the appropriate agencies. The contractor will ensure that the removal crew is informed to stop work until appropriate treatment measures are implemented if paleontological resources are discovered during construction activities.

d. There is no indication from previous investigations and excavation projects on site that human remains exist on the site. However, buried human remains that were not identified during field surveys could be unearthed during excavation activities, which could result in damage to such remains. Following the procedures discussed below would reduce this impact to a less-than-significant level.

If human remains of Native American origin are discovered during ground-disturbing activities on nonfederal lands in California, it is necessary to comply with state laws relating to the disposition of Native American burials, which falls within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resources Code Section 5097). If human remains are discovered or recognized in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the following two conditions are met:

- The coroner of the county has been informed and has determined that no investigation of the cause of death is required.
- If the remains are of Native American origin,
  - the descendants from the deceased Native Americans have made a recommendation to the land owner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
  - the NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that

excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the NAHC.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
VI.	**GEOLOGY AND SOILS.** Would the project:				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	❑	❑	❑	X
	2. Strong seismic groundshaking?	❑	❑	X	❑
	3. Seismic-related ground failure, including liquefaction?	❑	❑	X	❑
	4. Landslides?	❑	❑	❑	X
b.	Result in substantial soil erosion or the loss of topsoil?	❑	❑	X	❑
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	❑	❑	X	❑
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	❑	❑	❑	X
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	❑	❑	❑	X

Discussion

a1. The State of California, under the Alquist-Priolo Earthquake Fault Zoning Act, identifies active earthquake faults and maps them at the local level. To reduce the hazards posed by fault rupture, development is restricted within mapped fault hazard zones. No active faults have been identified in the vicinity of the project site, according to the California Geological Survey (CGS), and the site is not

within an Alquist-Priolo zone. There would be no impact. No mitigation is required.

a2, a3. The CGS Probabilistic Seismic Hazards Assessment estimates, at a gross level, the relative probability of ground shaking throughout California. The probability of shaking in eastern San Joaquin County is estimated to be low, in the range of 10%–20% of peak ground acceleration over a 50-year interval. This means that ground motions are fairly unlikely to exceed a certain magnitude in any 50-year period. For comparison, areas adjoining the Hayward and San Andreas faults in the San Francisco Bay Area are estimated to have a 70% chance (likely) to exceed a certain magnitude (Cao et al. 2003). This impact is considered less than significant. No mitigation is required.

a4. The project site is level and is not subject to landslide hazard. There would be no impact. No mitigation is required.

b. Only minor site improvements are proposed as part of the project, and no substantial grading or soil movement is included as part of the project. Soil erosion is not expected to increase as a result of the proposed project. This impact is considered less than significant. No mitigation is required.

c. The project site consists of level ground. The proposed construction would not destabilize the site or surrounding lands. This impact is considered less than significant. No mitigation is required.

d. The project would not be located on expansive soil and would not create substantial risks to life or property. There is no impact. No mitigation is required.

e. The soils at the project site are capable of adequately supporting septic tanks, although no tanks are planned for the site. There is no impact. No mitigation is required.

References

Cao, T., W. A. Bryant, B. Rowshandel, D. Branum, and C. J. Wills. 2003. *Revised 2002 California Probabilistic Seismic Hazard Maps*. Available: <http://www.consrv.ca.gov/cgs/rghm/psha/index.htm>.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
VII.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	❑	❑	X	❑
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	❑	❑	X	❑
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❑	❑	❑	X
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	❑	❑	❑	X
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	❑	❑	❑	X
f.	Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	❑	❑	❑	X
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❑	❑	❑	X
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	❑	❑	❑	X

Discussion

The project site is located at the Port; based on site reconnaissance, it is anticipated that there have been previous land uses on site and in the immediate

area where hazardous materials could have been used or stored on site. Also, hazardous materials would be used during construction of the project and on the project site once the project is operational.

a, b. Construction and operation of the proposed project would involve the use of hazardous substances that have the potential to create a significant hazard to the public or the environment. This impact is potentially significant. Following the procedures discussed below would reduce the impact to a less-than-significant level.

The applicant has developed and submitted plans to prevent the pollution of surface water and groundwater, and to promote the health and safety of workers and other people in the project vicinity. These programs shall include an operations and maintenance plan, site-specific safety plan, and fire prevention plan, in addition to the SWPPP required for hydrology impacts. The programs are required by law and shall require approval by several responsible agencies. Required approvals are as follows: the SWPPP shall be approved by the RWQCB; the site-specific safety plan and the operations and maintenance plan shall be approved by the California Occupational Safety and Health Administration (Cal/OSHA); and the fire safety plan shall be approved by the local fire department.

Finally, the CIWMB has required the applicant and its designated contractors to comply with Cal/OSHA and federal standards for the storage and handling of fuels, flammable materials, and common construction-related hazardous materials, and for fire prevention. Cal/OSHA requirements can be found in California Labor Code, Division 5, Chapter 2.5. Federal standards can be found in Occupational Safety and Health Administration Regulations, Standards—Code of Federal Regulations, Title 29.

Implementation of dust control measures shall control dust generated from excavation activities, truck traffic, and loading of transportation vehicles. Effective control of dust shall prevent nuisance dust and dust containing potentially hazardous constituents from migrating off site and affecting nearby populations. Implementation of the methods shall reduce impacts to onsite construction workers and control any potential impacts associated with emissions of chemicals that could be present in soils disturbed during construction. Compliance with these measures should reduce temporary impacts associated with dust to insignificant levels. Controlling exposure to dust would simultaneously control exposures to the chemicals adsorbed to the dust particles.

c. There are no schools located within 0.25 mile of the project site. There would be no impact. No mitigation is required.

d. The project site is not listed as a hazardous materials site, compiled pursuant to California Government Code Section 65962.5. Therefore, there is no impact. No mitigation is required.

e, f. The proposed project is not located within the Stockton Metropolitan Airport land use plan area and is not within 2 miles of a public or private airport, public use airport, or private airstrip. There is no impact. No mitigation is required.

g. The proposed project was designed and will be operated so that it does not contradict, interfere with, or impede the implementation and application of the emergency response plan for the site or the Port. There is no impact. No mitigation is required.

h. The proposed project is located within the Port industrial area and is surrounded by industrial land uses to the east and north and by roads to the south and west. There are no wildlands within or near the project site. Therefore, there would be no threat from wildfires. There is no impact. No mitigation is required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
VIII.	**HYDROLOGY AND WATER QUALITY.** Would the project:				
a.	Violate any water quality standards or waste discharge requirements?	❑	❑	X	❑
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	❑	❑	X	❑
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?	❑	❑	X	❑
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	❑	❑	X	❑
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	❑	❑	X	❑
f.	Otherwise substantially degrade water quality?	❑	❑	X	❑
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	❑	❑	❑	X
h.	Place within a 100-year flood hazard area structures that would impede or redirect floodflows?	❑	❑	❑	X
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	❑	❑	❑	X
j.	Contribute to inundation by seiche, tsunami, or mudflow?	❑	❑	❑	X

Discussion

a, c, d, e, f. Stormwater would consist only of runoff and would be directed to the existing storm drain system, then to existing off-site detention basins. The Port has indicated that the existing storm drain system has adequate capacity to handle the stormwater runoff from the project site. Stormwater runoff for the proposed project would be similar to existing conditions. Similar materials will be handled, and the exposure mechanism will be the same. The facility has a SWPPP to address stormwater. The impact would be less than significant. No mitigation is required.

b. The project would be served by the California Water Service Company through an agreement with the Port. The Port has indicated that the California Water Service Company has adequate supplies to serve the project. No new wells would be constructed to serve the project.

Most of the project site roadways are already covered or paved. Only minimal new paving—800 square feet—is proposed. Therefore, the project would not substantially alter groundwater. This impact is considered less than significant. No mitigation is required.

g, h, i. Although the project site is within the 100-year floodplain, no housing is proposed, and people and structures would not be at risk from flood hazards. There would be no impact. No mitigation is required.

j. The project site is in a flat, inland area not subject to seiche, tsunami, or mudflow. There would be no impact. No mitigation is required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
IX.	**LAND USE AND PLANNING.** Would the project:				
a.	Physically divide an established community?	❑	❑	❑	X
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	❑	❑	X	❑
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	❑	❑	❑	X

Discussion

a. The project would not divide an area of coherent land use or any established community. There would be no impact. No mitigation is required.

b. All of the land immediately to the north, south, east, and west of the project site is designated for industrial use in the City of Stockton General Plan. The surrounding area is developed with industrial uses. The proposed industrial development of the site would be consistent with existing and planned land uses in the area. The proposed project would be consistent with the City of Stockton General Plan. This impact is considered less than significant. No mitigation is required.

c. The proposed project is covered by the SJMSCP (adopted November 2000). The project would be consistent with the SJMSCP. There would be no impact. No mitigation is required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
X.	**MINERAL RESOURCES.** Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	❑	❑	❑	X
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	❑	❑	❑	X

Discussion

a. The Mineral Land Classification for the Stockton-Lodi Production-Consumption Region designates a large area, including the project site, as MRZ-1 (California Department of Conservation 1988). This designation is applied to "areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence." Because the site does not contain significant mineral resources, the proposed project would not have an impact on mineral resources. No mitigation is required.

b. The project site is designated as Industrial in the San Joaquin County General Plan and City of Stockton General Plan. Neither plan identifies the site as containing locally important mineral resources. There would be no impact. No mitigation is required.

References

California Department of Conservation. 1988. *Mineral Land Classification: Portland Cement Concrete Aggregate in the Stockton-Lodi Production-Consumption Region (San Joaquin County, California).* (Special Report 160.) Sacramento, CA.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XI.	**NOISE.** Would the project:				
a.	Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	❑	❑	X	❑
b.	Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	❑	❑	X	❑
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	X	❑
d.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	X	❑
e.	Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	❑	❑	❑	X
f.	Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	❑	❑	❑	X

Discussion

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Noise-sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries, and certain types of passive recreational uses. The proposed project is located in an industrial area. Adjacent land uses are other industrial uses, and there are no sensitive receptors located nearby.

a. The project site is an industrial use and is not a sensitive noise receptor. There are no noise-sensitive receptors adjacent to the project site. This impact is considered less than significant. No mitigation is required.

b. No activities are proposed that would result in groundborne noise or vibration impacts. Additionally, there are no sensitive receptors located adjacent to the project site. This impact would be less than significant. No mitigation is required.

c, d. Project-generated traffic would not increase ambient noise and would be within the levels generated by existing roadway and rail traffic in the vicinity. Additionally, there are no sensitive receptors located adjacent to the project site. This impact is considered less than significant. No mitigation is required.

e. The project is not within the area of influence for the airport. There would be no impact. No mitigation is required.

f. The project would not be located in the vicinity of a private airstrip. There would be no impact. No mitigation is required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XII.	**POPULATION AND HOUSING.** Would the project:				
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	❑	❑	X	❑
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	X
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	X

Discussion

a. Development of the project area with industrial land uses is consistent with the Stockton General Plan, which provides housing for planned employment in the area through its housing element. The proposed project will add four full-time employees, but it would not create an unplanned increase in population or induce substantial population growth. This impact is considered less than significant. No mitigation is required.

b, c. There is no housing on the project site. The proposed project would not displace people or housing. There would be no impact. No mitigation is required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XIII.	**PUBLIC SERVICES.** Would the project:				
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
	1. Fire protection?	❑	❑	X	❑
	2. Police protection?	❑	❑	X	❑
	3. Schools?	❑	❑	X	❑
	4. Parks?	❑	❑	X	❑
	5. Other public facilities?	❑	❑	X	❑

Discussion

In Stockton, fire protection, fire prevention, and paramedic emergency medical services are provided by the Stockton Fire Department. The Port of Stockton Police Department provides all law enforcement services within the Port. Residents adjacent to the study area are served by the Stockton Joint Unified School District. There are no schools located in the project area.

The proposed structure would be fitted with fire protection in accordance with City requirements. Police services required for the project would be similar to those required for the other industrial uses in the area. The project would not involve large numbers of people or contain elements that require unusual police response, such as especially valuable materials. For these reasons, the proposed project would not alter the ability of the fire and police departments to provide services in the area.

The project would not create substantial new demand for schools, parks, or other public facilities. Development of the project area with industrial land uses is consistent with the City of Stockton General Plan, which provides housing for planned employment in the area through its housing element.

a. The proposed project would not create an unplanned increase in population. Therefore, it would not place substantial stress on schools, parks, or other public facilities. These impacts are considered less than significant. No mitigation is required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XIV.	**RECREATION.** Would the project:				
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	❑	❑	❑	X
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	❑	❑	❑	X

Discussion

a. Four full-time employees are being added to work at the project site. It is expected that the workers at the plant would use recreational facilities in the areas where they live, rather than in the project vicinity, which is an industrial area that does not provide recreational facilities. For this reason, the proposed project would have no impact on existing recreational facilities. No mitigation is required.

b. The proposed project would not include construction or expansion of any recreational facilities. All land uses would be industrial. There would be no impact. No mitigation is required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XV.	**TRANSPORTATION/TRAFFIC.** Would the project:				
a.	Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	❑	❑	X	❑
b.	Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways?	❑	❑	X	❑
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❑	❑	❑	X
d.	Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	❑	❑	❑	X
e.	Result in inadequate emergency access?	❑	❑	❑	X
f.	Result in inadequate parking capacity?	❑	❑	X	❑
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	❑	❑	X	❑

Discussion

Truck trips generated by the proposed project are estimated to number up to 20 per day. The increase in truck trips represents a relatively small contribution to the facility total and to the traffic on surrounding roadways. Most of these trips would not occur in the peak hour. The small incremental increase in daily trips would not result in an appreciable change in the level of service of any roadways.[1]

a. The proposed project would have a less-than-significant traffic impact at the project level. No mitigation is required.

[1] The Port (combined East and West Complexes) is estimated to generate 3,500 trips per day; the increase of 20 trips per day attributable to the proposed project is not significant.

b. The project, when evaluated in the context of cumulative traffic growth, would not result in unacceptable levels of service. The proposed project would have a less-than-significant traffic impact at the project level. No mitigation is required.

c. The proposed project would not affect air traffic patterns and is consistent with the airport land use plan for Stockton Metropolitan Airport. There would be no impact. No mitigation is required.

d. The proposed project would not change any existing roadway configurations, and there are no existing roadway hazards at the project site. Project traffic would consist of employee traffic and truck trips for supply and product delivery consistent with existing Port traffic. There would be no impact. No mitigation is required.

e. Existing access points to the site would remain available for emergency access. Queuing areas would be located on site; therefore, the project would not affect emergency access. There would be no impact. No mitigation is required.

f. The site layout includes parking spaces adequate for all employees. This impact is considered less than significant. No mitigation is required.

g. No alternative transportation programs apply to the project site. The project would be consistent with transportation policies. This impact is considered less than significant. No mitigation is required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XVI.	**UTILITIES AND SERVICE SYSTEMS.** Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	❑	❑	X	❑
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	X	❑
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	X	❑
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	❑	❑	X	❑
e.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	❑	❑	❑	X
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❑	❑	X	❑
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	❑	❑	X	❑

Discussion

The California Water Service Company would provide water for domestic and process use. Wastewater would be directed to the existing city wastewater treatment system. Electric and natural gas services are provided to the study area by the Pacific Gas & Electric Company. Four companies provide commercial and industrial waste collection services throughout the city and surrounding unincorporated areas.

a, b. Domestic wastewater generated by the proposed project would be directed to the city sewer system. The City has indicated that the sewer system has capacity

sufficient to handle the wastewater generated by the project. This impact is considered less than significant. No mitigation is required.

c. Stormwater runoff from the project site would be directed to an onsite storm drain conveyance system, then conveyed to an existing offsite detention facility at the Port. This impact is considered less than significant. No mitigation is required.

d. No new water entitlements would be required for this project because the increase in water demand from this project would be minimal. This impact is considered less than significant. No mitigation is required.

e. Domestic wastewater generated by the proposed project would be directed to the city sewer system. The City has indicated that the sewer system has capacity sufficient to handle the wastewater generated by the project. Because the proposed project would not require construction of additional wastewater treatment facilities, there would be no impact. No mitigation is required.

f. There are three primary landfill sites serving Stockton and surrounding areas: Austin Road, Forward, and Foothill. The primary destination of garbage is the Austin Road Landfill, but the other landfills may also be used occasionally. Solid waste generated by the project would be directed to one of the existing landfills and would not strain the capacity of those facilities. This impact is considered less than significant. No mitigation is required.

g. Solid waste present on site during construction would be stored and disposed of according to all relevant federal, state, and local statutes. This impact is considered less than significant. No mitigation is required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XVII.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	❑	❑	X	❑
b.	Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	❑	❑	X	❑
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	❑	❑	X	❑

Discussion

a. As discussed in the resource-specific impact discussions, with implementation of procedures specified as part of the project, the proposed project would result in less-than-significant impacts on the environment.

b. The project site is located near Rough & Ready Island, which is being developed as an industrial center of the Port. Traffic generated by the proposed project could eventually combine with traffic from Rough & Ready Island, resulting in additional cumulative traffic, but the small increase associated with the proposed project would not add substantially to traffic generated by development of Rough & Ready Island. Therefore, the proposed project would have a less-than-significant impact on cumulative traffic impacts. Similarly, this project will have air quality impacts that are individually less than significant but that could combine with emissions from cumulative development at Rough & Ready Island. However, with implementation of procedures specified as part of the project, cumulative air quality impacts are also considered less than significant.

c. The proposed project is not located in the vicinity of sensitive receptors. Also, as discussed, with implementation of procedures specified as part of the project, the

proposed project would not result in significant impacts on the environment. Therefore, the proposed project would have a less-than-significant impact on human beings.

Appendix A

Output Files for the URBEMIS 2002 Model

The model uses the California Air Resources Board's EMFAC2002 model for on-road vehicle emissions.

URBEMIS 2002 For Windows 8.7.0

File Name: G:\LGT-Air&Noise\Air\Port of Stockton A Plus Material Recycling Concrete Batch Plant\Port of Stockton A Plus Material Recycling Concrete Batch Plant URBEMIS 8.7.0.urb
Project Name: Port of Stockton A Plus Material Recycling Concrete Batch Plant
Project Location: San Joaquin Valley
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	0.39	6.91	1.44	0.11	0.59
TOTAL EMISSIONS (tons/yr)	0.39	6.91	1.44	0.11	0.59

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006 Season: Annual

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Single family housing	0.00	1.00 trips/dwelling unit	50.00	50.00

Sum of Total Trips 50.00

Total Vehicle Miles Traveled 1,500.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	0.00	2.20	97.30	

0.50					
Light Truck	< 3,750 lbs	0.00	4.00	93.40	
2.60					
Light Truck	3,751- 5,750	0.00	1.90	96.90	
1.20					
Med Truck	5,751- 8,500	0.00	1.40	95.70	
2.90					
Lite-Heavy	8,501-10,000	0.00	0.00	81.80	
18.20					
Lite-Heavy	10,001-14,000	0.00	0.00	66.70	
33.30					
Med-Heavy	14,001-33,000	0.00	10.00	20.00	
70.00					
Heavy-Heavy	33,001-60,000	100.00	0.00	0.00	
100.00					
Line Haul	> 60,000 lbs	0.00	0.00	0.00	
100.00					
Urban Bus		0.00	0.00	0.00	
100.00					
Motorcycle		0.00	82.40	17.60	
0.00					
School Bus		0.00	0.00	0.00	
100.00					
Motor Home		0.00	0.00	91.70	
8.30					

Travel Conditions

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work
Customer					
Urban Trip Length (miles)	30.0	0.0	0.0	0.0	0.0
0.0					
Rural Trip Length (miles)	0.0	0.0	0.0	0.0	0.0
0.0					
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0
35.0					
% of Trips - Residential	100.0	0.0	0.0		

Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acreage values for Single family housing
have changed from the defaults 9.57/16.67 to 1/0
The Primary Trip % for Single family housing changed from 85 to 100
The Diverted Trip % for Single family housing changed from 10 to 0
The Pass-By Trip % for Single family housing changed from 5 to 0

Changes made to the default values for Operations

The light auto percentage changed from 55.6 to .
The light truck < 3750 lbs percentage changed from 15.1 to .
The light truck 3751-5750 percentage changed from 15.9 to .
The med truck 5751-8500 percentage changed from 7.0 to .

The lite-heavy truck 8501-10000 percentage changed from 1.1 to .
The lite-heavy truck 10001-14000 percentage changed from 0.3 to .
The med-heavy truck 14001-33000 percentage changed from 1.0 to .
The heavy-heavy truck 33001-60000 percentage changed from 0.9 to 100.
The heavy-heavy truck 33001-60000 catalyst percentage changed from 11.1 to 0.
The heavy-heavy truck 33001-60000 diesel percentage changed from 88.9 to 100.
The urban bus percentage changed from 0.1 to .
The motorcycle percentage changed from 1.7 to .
The school bus percentage changed from 0.1 to .
The motorhome percentage changed from 1.2 to .
The operational emission year changed from 2005 to 2006.
The home based work selection item changed from 8 to 7.
The home based work trip percentage changed from 32.9 to 100.
The home based work urban trip length changed from 10.8 to 30.
The home based work rural trip length changed from 16.8 to 0.
The home based shopping selection item changed from 8 to 7.
The home based shopping trip percentage changed from 18.0 to 0.
The home based shopping urban trip length changed from 7.3 to 0.
The home based shopping rural trip length changed from 7.1 to 0.
The home based other selection item changed from 8 to 7.
The home based other trip percentage changed from 49.1 to 0.
The home based other urban trip length changed from 7.5 to 0.
The home based other rural trip length changed from 7.9 to 0.
The commercial based commute selection item changed from 8 to 7.
The commercial based commute urban trip length changed from 9.5 to 0.
The commercial based commute rural trip length changed from 14.7 to 0.
The commercial based non-work selection item changed from 8 to 7.
The commercial based non-work urban trip length changed from 7.35 to 0.
The commercial based non-work rural trip length changed from 6.6 to 0.
The commercial based customer selection item changed from 8 to 7.
The commercial based customer urban trip length changed from 7.35 to 0.
The commercial based customer rural trip length changed from 6.6 to 0.